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COUNTRY	Hungary	REPORT NO.	
TOPIC	Toekoel Airfield		25X1
EVALUATION		PLACE OBTAINED	25X1
DATE OF CONTENT			
DATE OBTAINED		DATE PREPARED	6 December 1954 25X1
REFERENCES			
PAGES	5	ENCLOSURES (NO. & TYPE)	1 - one sketch on ditto 25X1
REMARKS	This is UNEVALUATED Information		
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1. Toekoel (4719 N/1858 E) airfield was considerably damaged during World War II. Immediately after the end of the war, reconditioning work was started and subsequently the field was again put in operation. Between 1949 and 1953, the field was enlarged, to approximately twice its previous size, towards the northwest as far as the Danube River. The field was located about 6,000 meters north of the town of Toekoel. It was about 4,000 meters long and 1,500 meters wide and extended from the northwest to the southeast. The area of the field and its surroundings were level. The field was bordered by fields, vineyards, and individual farm houses to the north, by the western branch of the Danube River to the west, by cultivated fields to the south as far as Toekoel, and the Budapest suburban railroad to Rakkeve (4709/1856 E) about 300 meters to the east. In 1953, the branch line from the Taksony (4719 N/1904 E) station of the state railroad was extended to the Csepel autocar factory toward the west-northwest via the suburban railroad line, along the southern edge of the field, almost as far as the western branch of the Danube River. There, the track turned to the north and led to the assembly halls in the northwestern section of the field. Thus, the airfield had a rail connection with the suburban railroad and the state railroad.

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A concrete road about 6 meters wide branched off from the Gligetsszentmiklos— (4720 N/1902 E) Toekoel road along the southwestern section of the field

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to the main entrance gate in the middle of the western border. Another approach road to the field branched off from the Csapel-Boekoel road which ran along the northeastern side of the field.

2. The landing field was about 3,500 meters long and 1,000 meters wide. The field was rolled and covered with grass in addition to the available concrete lanes. The sandy soil remained firm after heavy rain. There was a MK-BSZ concrete runway 3,000 meters long and 100 meters wide. Prior to 1949, the runway had been about 600 meters long and 80 meters wide. Soviet assembly halls were newly built in the northwestern section of the field. A concrete apron was built to the east and south of the assembly halls. The aprons were connected to the runway at the south end. Another concrete apron about 30 meters wide was west of the hangars located in the northeastern section of the field. It was not known whether this apron was connected with the runway. No aircraft revetments or concrete dispersal areas were seen at the field.

All of the barracks buildings were located in the northwestern corner of the field near the main entrance. They were built by the Soviets; some had not been completed until early 1950. These modern barracks installations were surrounded by a special wire fence.

Two of the newly built hangars in the northwestern section of the field were allegedly being used as assembly halls for Soviet jet aircraft. It was rumored in Boekoel that the individual sections of these aircraft arrived by rail from the USSR. Repair work on aircraft was also done in the old hangars in the northeastern section of the field.

A fuel dump was presumably located in the northwestern section of the field since railroad tank cars were occasionally observed there. On the other hand it had been rumored that fuel was pumped through a long-distance line from Csapel to the field. The line had allegedly been built in 1910 and 1931.

A building about 20 x 20 meters and with an antenna on top was seen in the western section of the field. The building allegedly also housed the weather station.

No night lighting facilities were observed although aircraft were seen making night flights from the field.

A special fence was observed around the hangars in the northwestern section of the field, the zeroing-in range for aircraft weapons about 20 x 40 meters large and located in the southwestern section of the field, and the old hangars in the northeastern section of the field. The latter installations were partially enclosed around the northern and eastern ends by a concrete wall.

The airfield was guarded by Soviet soldiers and sentries of the A.H.¹

There was a direct telephone connection to the central air defense headquarters and the Ministry of Defense.²

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3. During the spring of 1954, the following aircraft were observed at the field:

- a. Trainer, sports, and fighter aircraft were parked in the northeastern hangars. The total number was estimated at 30 to 40, including 15 to 18 Yak-9s. The other aircraft were single-engine aircraft and biplanes. All of the aircraft had a red Soviet star. The aircraft were usually parked in the hangars. They were also seen, but very rarely, in groups of 3 in front of the hangars.
- b. Single-jet aircraft were parked near the installations in the northwestern section of the field. These aircraft were seen from a far distance or in the air and a considerable size, but not a very high and swept-back rudder assembly. They were seen aloft almost daily, repeatedly took off in elements of two and usually made only two local flights. About 30 aircraft of this type were stationed at the field.
- c. Mid-jet aircraft were also seen flying over the field. They were mid-wing monoplanes with swept-back wings, but rounded wing tips and, as far as remembered, double rudder assemblies. No nationality markings were seen on the aircraft of which about 20 were stationed at the field. [redacted] and 4

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[redacted] the twin-jet aircraft arrived by rail, were assembled at the field, and subsequently were distributed to the Soviet Air Force units in Hungary. This information was allegedly obtained from Soviet soldiers stationed at the field.

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4. Between 1000 and 1330 on 6 August 1954, the following observations were made from the road and the railroad embankment east of the airfield:

A concrete runway about 2,000 meters long and 10 to 30 meters wide extended in NW-SE direction on the landing field. Concrete aprons were located in front of the northeastern hangar and southwest of the runway in the southeastern section of the field. A concrete lane connecting the aprons via the southeastern section of the runway could not be observed. Devices apparently lighting facilities fitted on supports about 40 cm. high were seen on both sides of the runway.

North of and about 50 meters from the runway there were presumably aircraft revetments consisting of earth walls which were 3 to 4 meters high.

A hangar was located just next to the northeastern entrance of the field. A low building each was attached on the two longitudinal sides. These two buildings presumably housed repair shops since men wearing overalls and carrying tools were seen there. Another hangar was located between the entrance and the runway. There were no aircraft parked in the hangar. The only thing that was seen there was a crane. There was an addition or annex to the hangar which contained offices and was located at the northeastern longitudinal side of the hangar. In between the latter hangar and the northeastern entrance to the field was a high concrete structure without windows which seemed to be a recently completed air-raid bunker.

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Several buildings of an unknown utilization were located along the southwestern edge of the field, in the southwestern and southeastern corners. An installation about 100 meters long and similar to a target range was seen in the southeastern section of the field. 1

3. A bus occupied by Hungarian Air Force troops who wore light-blue epaulets and wings representing 2 crossed propellers entered the field while the sentry posted at the entrance and also wearing light blue service color with air-force insignia saluted. About 200 men were seen at the field. From a distance of about 1,200 meters 30 twin-jet aircraft were observed at the field, including 36 parked on the concrete apron in the southeastern section and 3 along the western edge. The aircraft were mid-wing monoplanes with a jet engine in the middle of each wing. The engines projected considerably beyond the leading and trailing edges of the wings. They were definitely identified as twin-engine jets and the nacelles were not confused with auxiliary fuel tanks fitted under the wings. The wings were slightly swept back and rounded at their tips. The cigar-shaped fuselage faired into a pronounced rudder assembly. The elevator assembly was approximately in line with the upper edge of the fuselage. There was no nose wheel, but a tail wheel was seen. A tortoise-shaped cabin extended from the leading edges of the wings to the trailing edges. [REDACTED]

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There was air activity when the weather was cloudless, sunny, and calm. 3 and 4

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1. [REDACTED] Comment. [REDACTED]

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[REDACTED] according to previous reports the runway is 2,500 meters long.

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2. [REDACTED] Comment. In connection with the large number of MiG-19s

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[REDACTED] it is noteworthy that a telephone line connected the field with the central air-defense headquarters. It could possibly be that a Hungarian fighter unit assigned air-defense missions is stationed at the field.

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3. [REDACTED] Comment. It was previously assumed that Belook airfield was occupied by a bomber regiment of the Fifty-Ninth Air Army. According to previous reports, a re-training detail for Hungarian pilots on MiG-19s is also located at the field. [REDACTED]

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[REDACTED] the twin-jet aircraft with a slight sweep-back. It is possible that a Hungarian fighter unit is additionally stationed at the field.

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4. [REDACTED] Comment. Information on the appearance of twin-jet aircraft has repeatedly been received. Twin-jet aircraft have been observed in the USSR, East Prussia, and Hungary, which cannot be compared to any previous known descriptions of Soviet twin-jet aircraft. Some of the reports independently state that the twin-jet aircraft had a slight sweep-back. Previous reports and the present information support the assumption that the USSR has twin-jet aircraft with swept-back wings which are presumably used as night fighters and bad-weather fighters. For sketch of twin-jet aircraft [REDACTED] see Annex.

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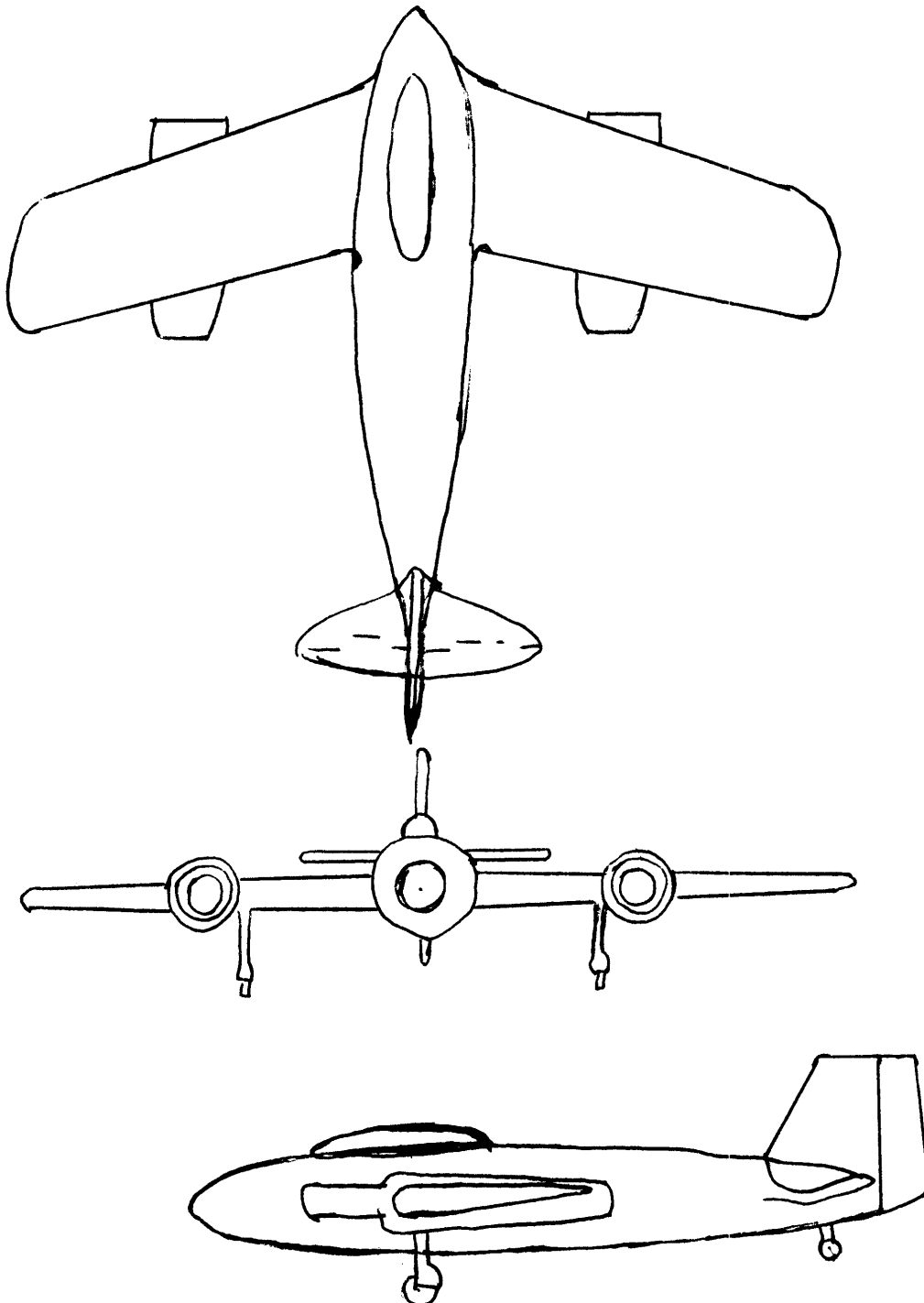
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Annex

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Twin-Jet Aircraft Observed at Toekoel Airfield



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